

In the Claims:

Please amend claims 1-9 as follows.

1. (Currently Amended) Configuration of at least two exhaust gas turbochargers on an internal combustion engine with a plurality of cylinders, in particular in a motor vehicle, in which ~~the~~ two turbine housings are connected to ~~the~~ an exhaust gas system of the internal combustion engine and are immediately adjacent to each other and ~~one~~ each turbine is always connected to one compressor by means of a drive shaft, the drive shafts being rotatably mounted in corresponding bearing housings, *characterized in that* the turbine housings (~~16a, 18a~~) are oriented so that the drive shafts (~~30~~) are at least approximately aligned (~~32~~) with each other and *in that* the bearing housings (~~24~~) on both sides are connected to the turbine housings (~~16a, 18a~~).
2. (Currently Amended) The configuration as claimed in claim 1, *wherein* the turbine housings (~~16a, 18a~~) are integrally cast as one structural unit.
3. (Currently Amended) The configuration as claimed in claim 1 ~~or 2~~, *wherein the* admission channels (~~16b, 18b~~) of the turbine housings (~~16a, 18a~~) are connected by way of exhaust gas lines (~~28a, 28b~~) separate from each other to specific cylinders of the internal combustion engine.
4. (Currently Amended) The configuration as claimed in claim 3, *wherein*, in the case of a four-cylinder in-line internal combustion engine, one admission channel (~~16b~~) is connected to two cylinders (~~I and IV~~) and ~~the other~~ another admission channel (~~18b~~) to the other two cylinders (~~II and III~~), ~~the~~ an ignition gap between the cylinders interconnected on ~~the~~ an exhaust gas side always amounting to 360 degrees (crankshaft).
5. (Currently Amended) The configuration as claimed in ~~one or more of claims 1 to 4~~ claim 1, *wherein* the turbine housings (~~16a, 18a~~) have a common discharge channel (~~26~~) for ~~the~~ exhaust gas leading to an exhaust gas line mounted downstream.

6. (Currently Amended) The configuration as claimed in ~~one or more of claims 1 to 5~~ claim 1, wherein the two exhaust gas turbochargers (~~12, 14~~) are each provided with separate bypass lines (~~34, 36~~) which, each under the control of a bypass valve (~~38, 40~~), permit separate boost pressure adjustments.

7. (Currently Amended) The configuration as claimed in ~~one or more of claims 1 to 5~~ claim 1, wherein the two exhaust gas turbochargers (~~12, 14~~) are each provided with a bypass line (~~56e, 58e~~) which, being brought together in the area of a single bypass valve (~~60~~), permit uniform boost pressure adjustment.

8. (Currently Amended) The configuration as claimed in claim 6 ~~or 7~~, wherein the bypass lines (~~56e, 58e~~) are integrated into the turbine housings (~~56a, 58a~~).

9. (Currently Amended) The configuration as claimed in ~~one or more of claims 6 to 8~~ claim 6, wherein the bypass lines (~~56e, 58e~~) integrated into the turbine housings (~~56a, 58a~~) branch off the admission channels (~~56b, 58b~~) and are brought together approximately in the a center between the two turbine housings (~~56a, 58a~~) and wherein the bypass valve (~~60~~) discharges through its valve opening (~~62~~) into the a discharge channel (~~26~~) downstream from the exhaust gas turbines (~~16e, 18e~~).

10. (New) The configuration as claimed in claim 2, wherein admission channels of the turbine housings are connected by way of exhaust gas lines separate from each other to specific cylinders of the internal combustion engine.

11. (New) The configuration as claimed in claim 10, wherein, in the case of a four-cylinder in-line internal combustion engine, one admission channel is connected to two cylinders and another admission channel to the other two cylinders, an ignition gap between the cylinders interconnected on an exhaust gas side always amounting to 360 degrees (crankshaft).

12. (New) The configuration as claimed in claim 7, *wherein* the bypass lines are integrated into the turbine housings.

13. (New) The configuration as claimed in claim 12, *wherein* the bypass lines integrated into the turbine housings branch off the admission channels and are brought together approximately in a center between the two turbine housings and *wherein* the bypass valve discharges through its valve opening into a discharge channel downstream from the exhaust gas turbines.

14. (New) The configuration as claimed in claim 7, *wherein* the bypass lines integrated into the turbine housings branch off the admission channels and are brought together approximately in a center between the two turbine housings and *wherein* the bypass valve discharges through its valve opening into a discharge channel downstream from the exhaust gas turbines.